

**From:** Robin Chisholm <RobinC@eildon.org.uk>  
**Sent:** 11 March 2016 08:49  
**To:** DCConsultees  
**Subject:** Comments from Melrose & District Community Council

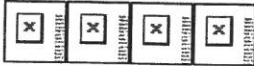
Good Morning

Application Ref 16/00162/FUL  
Erection of Dwellinghouse & Garage  
Garden Ground of Lindisfarne  
The Loan  
Gattonside

**No Comments from M&DCC**

**Regards**

Robin Chisholm for Melrose & District Community Council



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## **PLANNING CONSULTATION**

On behalf of: Director of Education & Lifelong Learning

From: Head of Property & Facilities Management  
Contact: Marc Bedwell, ext 5242

To: Head of Planning & Building Standards  
Contact: Carlos Clarke ☎ 01835 826735

Date: 25 July 2016  
Ref: 16/00162/PPP

### **PLANNING CONSULTATION**

**Name of Applicant:** Mr H. Armstrong

**Agent:** RM Architecture Ltd

**Nature of Proposal:** Erection of dwellinghouse and garage

**Site:** Garden Ground Of Lindisfarne The Loan Gattonside Scottish Borders

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### **OBSERVATIONS ON BEHALF OF: Director of Education & Lifelong Learning**

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## **CONSULTATION REPLY**

I refer to your request for Education's view on the impact of this proposed development, which is located within the catchment area for Melrose Primary School and Earlston High School.

A contribution of £3209 is sought for the Primary School and £4512 is sought High School, making a total contribution of £7721

The new Earlston High School replaces a previous building that was under severe capacity pressure and with facilities unsuitable for further expansion. Following consultation, the decision was made to replace it and two others in the Borders under the 3 High Schools project with the three new modern schools opened on time for the 2009-10 academic years. Developer contributions for Berwickshire, Earlston and Eyemouth high schools will apply in their respective catchment areas, supplementing Scottish Borders Council's investment in the new facilities.

This contribution should be paid upon receipt of detailed planning consent but may be phased subject to an agreed schedule.

Please note that the level of contributions for all developments will be reviewed at the end of March each year and may be changed to reflect changes in the BCIS index – therefore we reserve the right to vary the level of the contribution if the contribution detailed above is not paid before 1 April 2016.

If you require any further information, please do not hesitate to contact me.

**From:**Wilkinson, Simon  
**Sent:**30 Mar 2016 09:42:24 +0100  
**To:**Clarke, Carlos  
**Subject:**RE: 16/00162/ppp Erection of house, Lindisfarne Gattonside

Carlos,

The revised plan shows a clear developable area outwith the recommended root protection area. Robert Grays original tree report applied the root protection area from the existing TPO'd trees stem diameter along the western boundary. While recommended removal of the mature Firs would have an impact, this species can become prone to failure in adverse conditions. Any new dwelling would pose a potential target for such failures.

Replacement of the Firs with a suitable species is required once removed, the applied RPA allows sufficient room for the replacements to establish and co-exist with a new dwelling. The protective fencing must be erected as a single line to agreed RPA distance prior to any development on site. Thereafter no storage of materials or disruption of ground within the RPA zone.

Detail is required on the screen planting, species, numbers, positions, sizes and maintenance schedule. The existing hedge in order to accommodate the required visibility splay, I would suggest is reduced in height as a whole opposed to the plan showing a partially clipped. Cypress hedges would not respond too well to that type of pruning.

Regards

Simon

**From:** Clarke, Carlos  
**Sent:** 17 March 2016 15:40  
**To:** Wilkinson, Simon; McDermott, Siobhan  
**Subject:** 16/00162/ppp Erection of house, Lindisfarne Gattonside

Simon/Siobhan,

To: **Development Management Service**  
**FAO C.CLARKE**

Date: 8/03/16

From: **Roads Planning Service**

Contact: **John Frater**

Ext: 5137

Ref: 16/00162/PPP

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**Subject: ERECTION OF DWELLINGHOUSE AND GARAGE  
GARDEN GROUND OF LINDISFARNE THE LOAN  
GATTONSIDE**

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I consider the surrounding public road network to be unsuitable to cater for any new build development at this proposed location. The main vehicular access to serve this site is via The Loan. This route is a very narrow, constrained and largely single file road, with restricted visibility sightlines in either direction due to buildings and walls bounding each side of the road. There is a sign at the bottom of this road stating that it is "unsuitable for heavy goods vehicles". Furthermore, The Loan is also very steep and winding, with very limited passing opportunities resulting in vehicles having to reverse when they meet. To compound my roads concerns even further, there is almost no on-street parking available on The Loan, and any parked cars make the route even more torturous than it currently is. All of my concerns are particularly relevant during inclement weather.

Although there is an alternative, but significantly longer (secondary) access route to the west of the proposed site, it is not without its own roads issues. It is a single lane road with limited passing opportunities, and has numerous visibility impingements along its entire length. While the proposed passing opportunity associated with this application would result in some road safety gain for motorists using the public road in that vicinity, this would not help with the tortuous part of The Loan serving the bulk of the housing.

It should be noted that the proposed new access driveway and parking/turning provision within the site meets my requirements, and is not an issue of concern to me.

In the Planning Statement supporting this application, previous planning records are referred to. One is a fairly historic application for a new house at 'Wellbank' in The Loan. Of more relevance is the application for a house next door to 'Wellbank' at 'Springbank' in 2002. The Roads Planning Service (John Frater) strongly recommended against the proposal expressing serious roads concerns and this view was supported by the Head of Development Control. The application was approved by the Eildon Area Committee against officer's recommendation. The other applications referred to for new houses at 'Lower Greenwells' and opposite 'Abbotscroft' are of little significance, being served by different roads.

The Planning Statement also refers to observations of the Roads Planning Service (again John Frater) on the application for a new vehicular access to serve 'Rosebrae' on The Loan. For that application, while expressing concern on the constrained nature of the road, we were able to support the proposal for a new access which had the potential to help with parking deficiencies in the vicinity. It was recognised that the constrained nature of the road helped enforce relatively slow traffic speeds, but there was no implication given that this would be justification for new housing served by the road.

In summary and taking cognisance of all my points above, I recommend this application be refused in the interests of road safety.

**AJS**

To: **Development Management Service**  
**FAO C.CLARKE**

Date: **10/05/16**

From: **Roads Planning Service**  
Contact: **John Frater**

Ext: **5137**

Ref: **16/00162/PPP**

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**Subject: ERECTION OF DWELLINGHOUSE AND GARAGE IN GARDEN  
LINDISFARNE, THE LOAN - GATTONSIDE**

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I refer to my detailed reply of 8<sup>th</sup> April 2016 pertaining to this application and confirm that all points made in it remain valid regarding The Loan in Gattonside. In response to a recent Access Appraisal submission from the applicant's traffic consultant Andrew Carrie, I would like to add to, and enhance my previous comments:

The Loan, when compared with certain aspects of the 'Designing Streets' manual, does have a few similarities, such as restricted visibility, slow speeds and restricted widths. However, when you investigate the design and geometry of The Loan in greater detail, significant road and safety deficiencies become evident. Gradients on The Loan vary between 1 in 6 and 1 in 9, which are considerably steeper than the recommended maximum gradient of 8% (1 in 12) as detailed in The 'National Roads Development Guide' which acts as the technical backup to 'Designing Streets'. Where gradients are steeper than 8%, the guide requires the provision of a handrail for pedestrians, but this cannot be provided on The Loan due to the boundary constraints of walls and buildings. While there are limited passing opportunities on The Loan, they are poorly located and are not inter-visible, resulting in vehicles having to reverse when they meet. This fundamental design flaw of not having inter-visible passing facilities on The Loan is quite disconcerting, and is a safety issue to both vehicular and pedestrian movements. Furthermore, any reversing manoeuvre is unsafe and does not conform to current design requirements, particularly as the road is a shared space with pedestrians. To compound the gradient and poor inter-visibility as detailed above, there is a distinct lack of on-street parking. Any car that is parked, generally in the wider areas, creates enhanced difficulties to other users of this road as these areas are usually utilised as passing locations.

The Loan is very constrained with regards to road width, particularly as the boundaries are walls and properties, rather than the standard road kerb and/or verge. Its width varies between 2.8m and 4.1m along its length, with the average being around 3.1m, though at one particular pinch point it is reduced to 2.6m at road surface level. In the National Development Roads Guide the minimum recommended road width for vans is 3.0m, and for HGVs it is 3.4m. This minimum width applies to straight lengths of road while The Loan is curving in nature including at the pinch point. It should also be noted that the operation width required for a fire tender is 3.7m.

Although no swept path analysis has been carried out on the Loan, the provision of a road sign at the junction with the main road informing motorists that The Loan is "unsuitable for heavy goods vehicles" immediately warns HGV drivers that this route should not be used.

It should be noted, that during winter conditions many residents park their vehicles on the main road through Gattonside, as The Loan can be inaccessible during snowy and icy conditions, mainly with respect to its excessive gradient, constrained road width and lack of forward visibility. There is

also clear evidence that a residential property located on the narrowest part of The Loan has been struck and damaged on several occasions by vehicles negotiating this part of the road.

The following comments relate specifically to the “top” secondary access route to the west of the application site. While I accept that some residents on the “top” road may on occasion use this access route, particularly if travelling towards the Galashiels area, the dominant access route will be via The Loan. The majority of the traffic and pedestrian movements will utilise The Loan as being the shortest and quickest way to all other destinations. Pedestrians must use The Loan to access the bus stops in Gattonside. The local footpath network into Melrose and the nearby riverside walks can only be accessed via The Loan. Furthermore, vehicles travelling east towards the A68 Trunk Road, south and west towards the A6091 and A7 Trunk Roads will use The Loan as the shortest and most direct route.

It should be noted that the holiday cottage development is located significantly further to the west than the proposed single house. Because of this, apart from vehicles travelling east towards the A68 Trunk Road who will use The Loan as their preferred route, all other destinations will be accessed by the shorter and quicker route to the west. It should also be noted that the holiday cottage development was a renovation of an existing farm steading which generated its own traffic, some of which would have accessed The Loan at that time. This traffic would have been taken into account when assessing the planning application for the farm steading development.

There are no recorded injury accidents on The Loan, as speeds are very low. However, there is a considerable amount of anecdotal evidence with regards to bumps and scrapes and damage to property which occurs on The Loan.

In summary, while ‘Designing Streets’ encourages slower traffic speeds by: use of narrow street widths; constrained geometry; and restricted forward visibility, such roads still have to be carefully designed so that, widths, forward visibility, passing and parking provision are all in sync and meet minimum standards. Acceptable gradients are equally important in particular where the road serves as a shared surface. The Loan does not meet these standards and I have to recommend against it serving further development. ‘Designing Streets’ is not a licence to deem all constrained roads as being fit for purpose.

**AJS**